

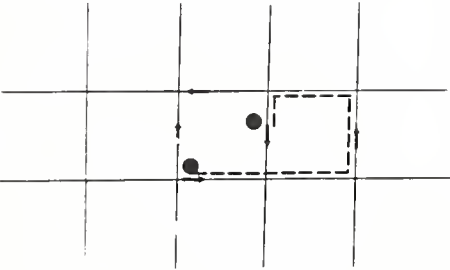


3 3091 00594 9672

APPENDIX E (CONTINUED)

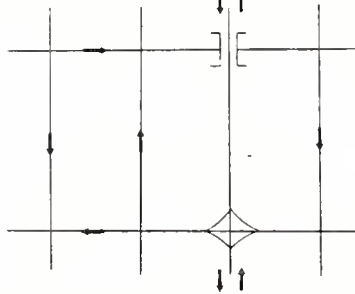
II. DISADVANTAGES OF THE ONE-WAY SYSTEM

A.



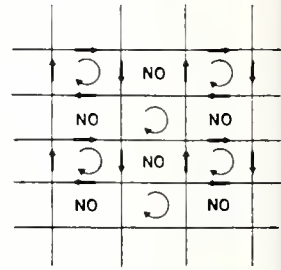
CERTAIN TRIPS MAY BE MADE LONGER BECAUSE OF THE ORIENTATION OF THE ONE-WAY STREETS.

B.



ONE-WAY STREET SYSTEMS, IF USED IMPROPERLY, CAN BE VERY CONFUSING TO THE DRIVING PUBLIC.

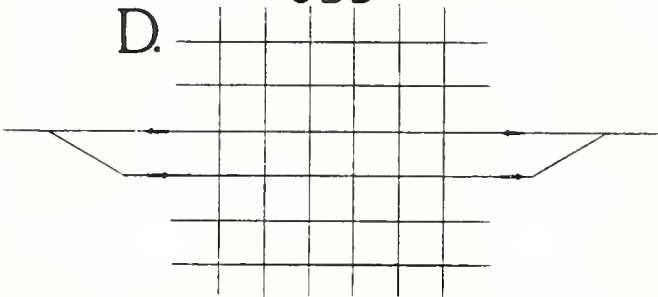
C.



MAY HAVE A DETRIMENTAL EFFECT ON SOME BUSINESS AREAS OR LAND USES.

CBD

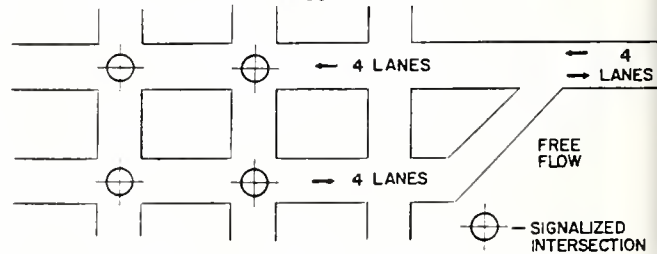
D.



TO OBTAIN MORE CAPACITY FOR MAJOR RADIAL STREETS MOVING TO THE BUSINESS AREA.

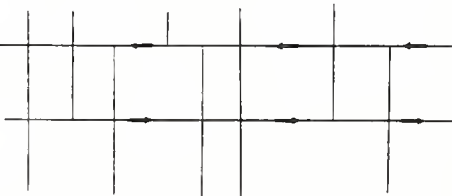
III. SPECIFIC USES OF THE ONE-WAY SYSTEM

E.



TO EQUALIZE CAPACITY IN THE CENTRAL AREA AT THE TERMINAL OF A FREE FLOWING RADIAL.

F.

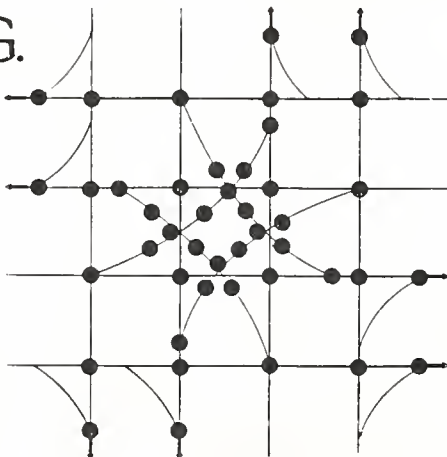


FOR CENTRAL AREAS WITH A LARGE NUMBER OF OFFSET INTERSECTIONS. (TO IMPROVE SIGNAL OPERATION AND REDUCE TURNING CONFLICTS)

ACCIDENT FREQUENCY WILL BE REDUCED WITH A PROPERLY ENGINEERED ONE-WAY SYSTEM.

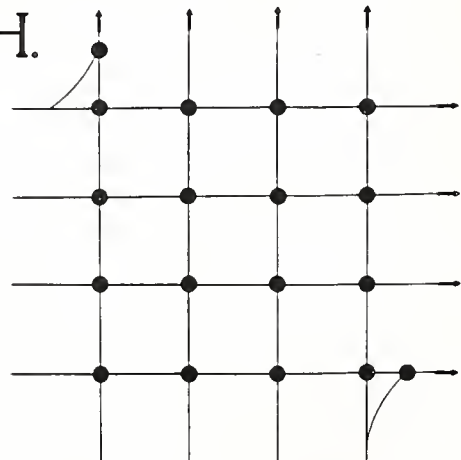
IV. SAFETY

G.



TWO-WAY - 44 POSSIBLE CONFLICTS

H.



ONE-WAY - 18 POSSIBLE CONFLICTS